(a) Yes, Sir.

(b) Requests have been received for operating a direct flight from Bhavnagar/ Jamnagar to Delhi.

(c) Yes, Sir.

(d) and (e) Indian Airlines has, at present, no plans to introduce direct services between Bhavnagar/Bhuj/Jamnagar and Delhi due to low traffic potential in the sector. However, suitable connections have been provided over Mumbai by Indian Airlines for the convenience of passengers desirous of travelling between Delhi and Bhavnagar/Bhuj/Jamnagar Private Operators are, however, being encouraged to add more stations in their network including Bhavnagar/Bhuj/Jamnagar.

सिंगापुर एयरवेज के साथ सहयोग का प्रस्ताव

287. **श्री राघवजी:**

डा० वाई० लक्ष्मी प्रसाद:

श्रीमती रेणुका चौधरी:

क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या भारतीय उद्योगपति, श्री टाटा की कम्पनी ने सिंगापुर एयरवेज के साथ मिलकर भारत में उड़ानों के लिए कोई प्रस्ताव प्रस्तुत किया है; यदि हां, तो तत्संबंधी ब्यौरा क्या है:

(ख) क्या भारत सरकार ने उनके प्रस्ताव को स्वीकार कर लिया है; यदि हां, तो इस संबंध में आगे क्या प्रगति हुई है; यदि नहीं, तो उसके क्या कारण हैं; और

(ग) क्या सरकार ने उस प्रस्ताव में किसी संशोधन का सुझाव दिया है; यदि हां, तो तत्संबंधी ब्यौरा क्या है?

नागर विमानन मंत्री तथा सूचना और प्रसारण मंत्री (श्री सी० एम० इब्राहीम): (क) जी, हां। प्रस्ताव में सिंगापुर एयरलाइन्स द्वारा 40% इक्विटी भागीदारिता और पहले वर्ष में 7 विमान प्रचालित करने की अनुमति शामिल है। उत्तरोत्तर विमानों की संख्या में वृद्धि करके इसे 19 करने का प्रस्ताव है।

(ख) अंतर्देशीय विमान परिवहन सेवा सेक्टर में विदेशी इक्विटी और अनिवासी भारतीयों को इक्विटी भागीदारिता संबंधी पद्धतियां बनाई जा रही हैं।

(ग) जी, नहीं।

Foreign airlines equity steps in joint venture domestic airlines

288. DR. ALLADI P. RAJKUMAR:
DR. MOHAN BABU:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that foreign airlines are allowed to hold equity stakes in joint venture domestic airlines;

(b) if not, the aviation policy in this regard; and

(c) the Government plans regarding private sector investment in the airport infrastructure?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) The modalities for foreign equity and NRI equity participation in the domestic air transport services sector are under formulation.

(c) Plans regarding private sector investment in the airport infrastructure are under formulation.

Proposal to modernise its fleet by the Indian Airlines

289. SHRI RAJUBHAI A. PARMAR:
SHRI SUSHIL KUMAR SAMBHAJI RAO SHINDE:
SHRIMATI VEENA VERMA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines propose to augment and modernise its fleet by replacing old and aged aircrafts;

(b) if so, the details of the plan; and

(c) the steps so far taken in that direction and the decision to procure aircrafts, if any, taken in the matter?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) Based on its 55% share in the domestic market projections, Indian Airlines propose to augment and modernise its fleet in the 9th plan

by phasing out aircraft on completion of 20 years. Except for six 50 seater aircraft propose to be purchased from 1997/98, additional capacity requirements upto 1999-2000 to be on operating lease basis and outright purchase thereafter.

(c) A Sub Committee of the Board of Directors of Indian Airlines is soon to carry out negotiations with the manufacturers for acquisition of 50 Seater aircraft for Indian Airlines.

An in-house Committee has also been constituted in October 1996 to carry out a techno-economic evaluation of aircraft for replacement of A-300 and B-737 aircraft.

The Board of Indian Airlines at it's meeting held on 28.1.1997 has in principle approved induction of dry lease capacity, for capacity augmentation and replacement.

TATA-SIA proposal in Indian Aviation Sector

290. SHRI RAMDAS AGARWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether ASSOCHAM has urged Government to clear TATA-SIA proposal to enter the Indian Aviation Sector (a joint venture);

(b) if so, whether the same had earlier been cleared by FIPB as reported in the Hindustan Times dated 29th January, 1997;

(c) whether Government have so far taken any policy decision for allowing foreign airlines companies to participate directly in equity via domestic airlines; and

(d) whether Government have formulated any new Civil Aviation Policy, if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) The Foreign Investment Promotion Board (FIPB) had recommended the proposal of M/s Tata Industries to set up a joint venture with Singapore Airlines for operating domestic air transport services. However, the proposal has not been approved by the Government so far.

(c) The modalities for permitting foreign equity and NRI equity participation in the domestic air transport services sector are under formulation.

(d) Salient features of the recently approved policy on domestic air transport services sector are given in the Statement.

Statement

The main features of the recently approved policy framework for domestic air transport services are as follows:—

1. Barriers to entry and exit from this sector should be removed. There should only be a pre-entry scrutiny of applications to verify the financial soundness, maintenance, security and safety aspects of operations and human resources development proposed to be undertaken by the applicant.
2. Choice of the aircraft type and size should be left to the operator.
3. To eliminate non-serious entrepreneurs and to achieve economies of scale, the minimum fleet size for a scheduled operator should be raised from the existing three (3) to five (5) aircraft and the minimum amount of the shareholders funds should be enhanced from existing Rs. 5.00 crores to Rs. 10 crores for aircraft of all-up-weight below 40,000 kgs and from Rs. 10 crores to Rs. 30 crores for aircraft of all up weight exceeding 40,000 kgs.
4. Induction of total capacity in the air transport sector should be predetermined on the basis of trend growth of traffic and projections made for at least a period of five years on annual basis. This information should be widely publicised to enable the entrepreneur to take investment decisions.
5. In the distribution of this predetermined capacity for induction, while preference will be given to Indian Airlines according to its fleet augmentation plan subject to its ability to do so, to meet a share of additional capacity that would emerge each year, there would not be any pre-determined restriction on the induction of capacity by private operators.